

6. Position the reverse lever with the "OUT" mark facing toward the outside and install the lever and bolt. Tighten the bolt securely.
7. Hook the cable (C, **Figure 173**) onto the reverse cable holder arm.
8. Install the reverse cable bracket and bolt and tighten securely.

NOTE

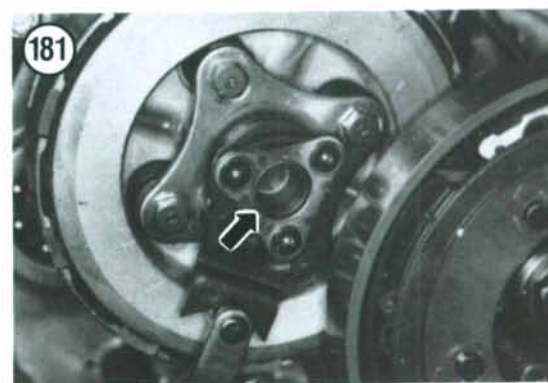
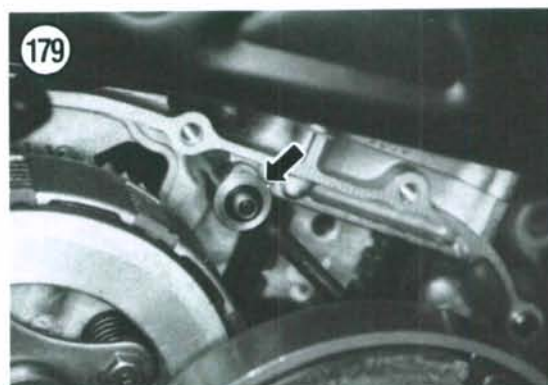
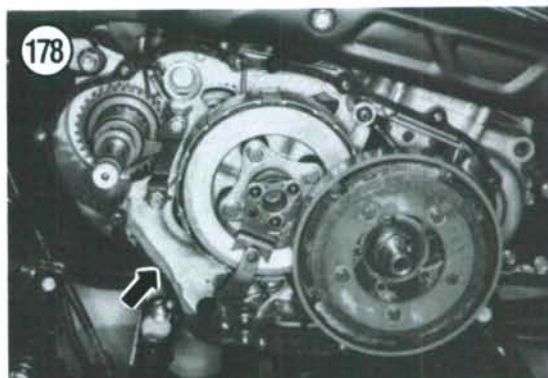
Make sure all electrical connections are free of corrosion and are tight.

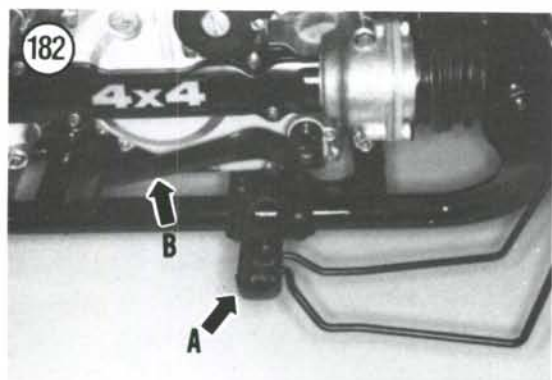
9. Connect the electrical wires onto the oil high temperature sensor (B, **Figure 173**) and to the neutral and the reverse switches (A, **Figure 173**).
10. Install the switch cover (**Figure 172**) and bolt. Tighten the bolt securely.
11. Be sure to install a sealing washer on each side of the fitting on the oil line. Install the union bolt and sealing washers (**Figure 171**) securing the external oil line to the right-hand crankcase cover. Tighten the union bolt to the torque specification listed in **Table 2**.
12. Align the index marks on the kickstarter lever and shaft and install the lever (**Figure 170**). Tighten the bolt securely.
13. Install the right-hand foot peg assembly (**Figure 169**). Install the bolts and tighten to the torque specification listed in **Table 2**.
14. If removed, install the exhaust system as described in Chapter Seven.
15. Fill the engine with the recommended type and quantity of engine oil as described in Chapter Three.

LEFT-HAND CRANKCASE COVER

Removal/Installation

1. Drain the engine oil as described in Chapter Three.
2. Remove the bolts securing the left-hand foot peg assembly (A, **Figure 182**) and remove the assembly.
3. Remove the clamping bolt on the gearshift lever (B, **Figure 182**) and remove the lever.
4. On 4-wheel drive models, remove the side drive shaft (A, **Figure 183**) as described in Chapter Ten.
5. Remove the starter reduction gears (B, **Figure 183**) as described in this chapter.
6. Disconnect the alternator and pulse generator electrical connectors (**Figure 184**). Remove the electrical wires from the clips on the frame.





7. Remove the bolts securing the left-hand crankcase cover (A, **Figure 185**). Don't lose the sealing washer under the single bolt (B, **Figure 185**) at the rear of the cover.

NOTE

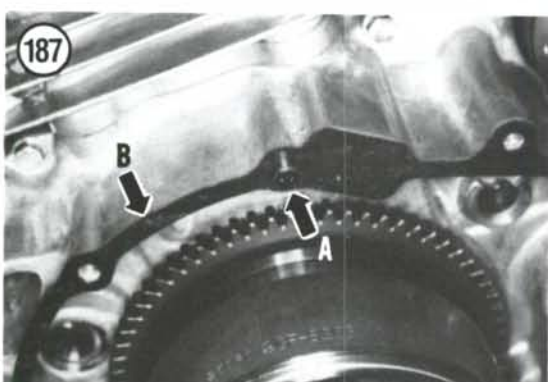
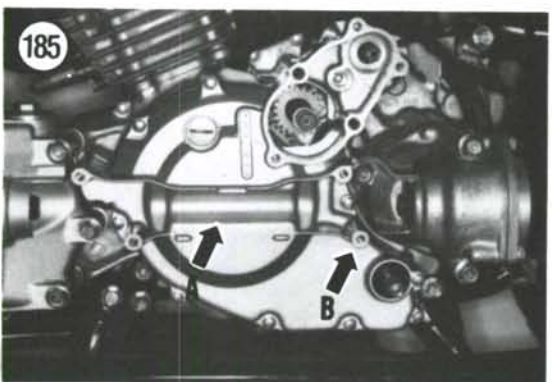
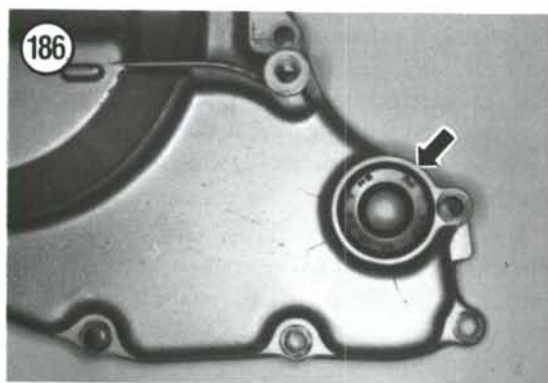
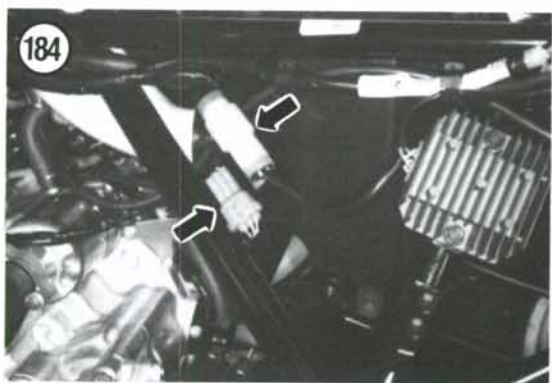
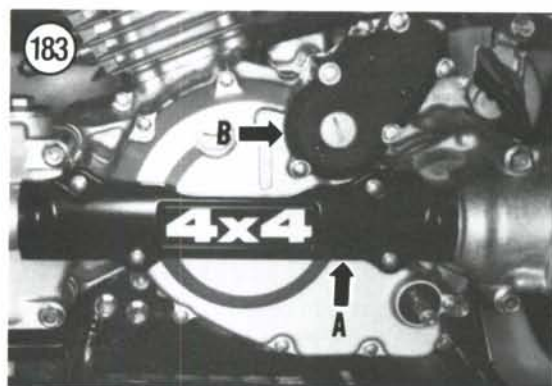
In the following step, do not pull the gearshift lever out with the crankcase cover.

8. Push on the end of the gearshift lever to keep it in place and pull the crankcase cover straight off of the crankcase and lever assembly. Don't lose the locating dowels. Discard the gasket.

9. Inspect the gearshift lever oil seal (**Figure 186**) for wear or deterioration. Replace if there is evidence of oil leakage past the seal.

10. Install by reversing these removal steps while noting the following:

- If removed, install the locating dowels. Refer to A, **Figure 187** and **Figure 188**, then install a new gasket (B, **Figure 187**).
- Install the left-hand crankcase cover and tighten the bolts in a criss cross pattern. Tighten them securely. Install the copper



washer under the bolt with a raised arrow on the crankcase cover (B, **Figure 185**). This washer is necessary to prevent an oil leak.

- c. Align the punch mark on the gearshift lever and shaft and install the lever. Tighten the bolt to the torque specification listed in **Table 2**.
- d. Make sure all electrical connections are free of corrosion and are tight.
- e. Install the foot peg assembly and tighten the bolts to the torque specification listed in **Table 2**.
- f. Fill the engine with the recommended type and quantity of engine oil as described in Chapter Three.

CRANKCASE AND CRANKSHAFT

Disassembly of the crankcase—splitting the cases—and removal of the crankshaft assembly require that the engine be removed from the frame.

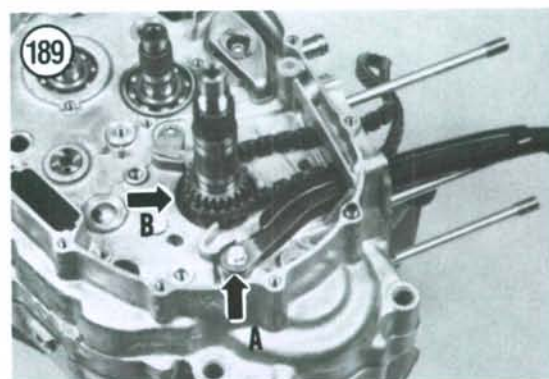
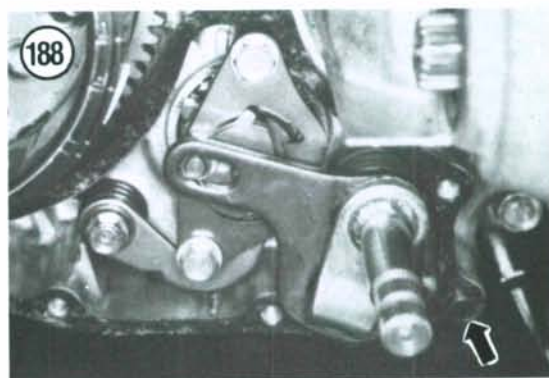
The crankcase is made in 2 halves of precision die cast aluminum alloy and is of the “thin-walled” type. To avoid damage, do not hammer or pry on any of the interior or exterior projected walls. These areas are easily damaged. The cases are split vertically down the centerline of the connecting rod. The cases are assembled with a gasket between the 2 halves and dowel pins align the halves when they are bolted together.

The crankshaft assembly is made up of 2 flywheels pressed together on a hollow crankpin. The connecting rod big end bearing on the crankpin is a needle bearing assembly. The crankshaft assembly is supported in 2 ball bearings in the crankcase. Service to the crankshaft assembly is limited to removal and replacement and must be performed by a dealer.

The procedure which follows is presented as a complete, step-by-step, major lower end rebuild that should be followed if an engine is to be completely reconditioned. However, if you’re replacing a part that you know is defective, the disassembly should be carried out only until the failed part is accessible; there is no need to disassemble the engine beyond that point so long as you know the remaining components are in good condition and that they were not affected by the failed part.

Crankcase Disassembly

1. Remove the engine as described in this chapter.
2. Remove all exterior engine assemblies as described in this chapter and other related chapters:
 - a. Cylinder head cover, camshaft and cylinder head.
 - b. Cylinder and piston.
 - c. Clutch assemblies.
 - d. Clutch release mechanism.
 - e. Kickstarter.
 - f. Alternator.
 - g. External shift mechanism.
 - h. Oil pump.
 - i. Starter motor and starter reduction gears.
3. If not already removed, remove the bolt (A, **Figure 189**) securing the camshaft drive chain tensioner arm and remove the camshaft drive chain tensioner arm and camshaft drive chain (B, **Figure 189**).
4. Before removing the crankcase bolts, cut a cardboard template approximately the size of the crankcase and punch holes in the template for each bolt location. Place each bolt in the template hole as it is



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